

Notice is hereby given that any person may, not later than 15 days from the date of publication of this Notice, submit written comments on this exemption request to the Associate Administrator for Investment, Small Business Administration, 409 3rd Street, SW., Washington, DC 20416.

A copy of this Notice will be published in a newspaper of general circulation in New York, New York.

(Catalog of Federal Domestic Assistance Programs No. 59.011, Small Business Investment Companies)

Dated: October 18, 1995.

Don A. Christensen,

Associate Administrator for Investment.

[FR Doc. 95-26170 Filed 10-20-95; 8:45 am]

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DEPARTMENT OF STATE

[Public Notice 2270]

Advisory Committee on Historical Diplomatic Documentation; Notice of Meeting

The Advisory Committee on Historical Diplomatic Documentation will meet in the Department of State, November 16 and 17, 1995, in Conference Room 1105.

The Committee will meet in open session from 9:00 a.m. on the morning of Thursday, November 16, 1995, until 12:00 noon. The remainder of the Committee's sessions from 1:30 p.m. on Thursday, November 16 until 1:00 p.m. Friday, November 17, will be closed in accordance with Section 10(d) of the Federal Advisory Committee Act (P.L. 92-463). It has been determined that discussions during these portions of the meeting will involve consideration of matters not subject to public disclosure under 5 U.S.C. 552b(c)(1), and that the public interest requires that such activities will be withheld from disclosure.

Questions concerning the meeting should be directed to William Z. Slany, Executive Secretary, Advisory Committee on Historical Diplomatic Documentation, Department of State, Office of the Historian, Washington, DC, 20520, telephone (202) 663-1123.

Dated: October 11, 1995.

William Z. Slany,

Executive Secretary.

[FR Doc. 95-26138 Filed 10-20-95; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Office of the Secretary

[Docket No. OST-95-744]

Passenger Origin-Destination Survey Reports

AGENCY: Bureau of Transportation Statistics, DOT.

ACTION: Notice.

SUMMARY: The Department of Transportation (DOT or the Department) announces its intent to direct large certificated U.S. air carriers that participate in code-sharing arrangements to report both the ticketing and operating air carriers in their quarterly Passenger Origin-Destination Survey reports. DOT needs the information to assess accurately the benefits to both code-share parties, especially in international code-share agreements.

FOR FURTHER INFORMATION CONTACT: Bernie Stankus or Jack Calloway, Office of Airline Information, K-25, Bureau of Transportation Statistics, 400 Seventh Street SW., Washington, D.C., 20590 (202) 366-4387 or 366-4383, respectively.

COMMENTS: Comments are due within 30 days and should be sent to Messrs. Calloway or Stankus at the address listed above or to Desk Officer, for the Bureau of Transportation Statistics, Office of Management and Budget, New Executive Office Building, Room 10202, Washington, D.C. 20503.

SUPPLEMENTARY INFORMATION: Congress has urged the Department to analyze more thoroughly the effects of international code sharing on air transportation and U.S. carriers. In June 1995, the Secretary pledged to expand monitoring the effects of code sharing in testimony before the Senate Committee on Commerce, Science, and Transportation.

Under the current Passenger Origin-Destination Survey (Survey) reporting

system, the Department has difficulty evaluating the benefits received by U.S. and foreign air carriers from code-share arrangements. As currently designed, the Survey does not identify both carriers on a code-share ticket. The Survey identifies the carrier transporting the passenger, but not the ticketing carrier (carrier of record on the ticket).

To assess accurately the benefits to both parties in international code-share agreements, DOT needs to know the ticketed carrier as well as the transporting carrier for the various legs of the passenger's flight. When a U.S. carrier transports a code-share passenger with a ticket that has only a foreign carrier code, that ticket is reported by the U.S. carrier as the transporting carrier. Since both carriers receive economic benefits from code sharing, both carriers need to be identified in the Survey for the Department to analyze correctly the benefits from the code-share arrangement.

If both code-sharing partners are identified in the survey, it will reduce the need for special reports, as now obtained from certain U.S. carriers, regarding major code-share alliances.

We estimate a four-hour increase per response to report both the ticketed and operating carrier and a one-time reprogramming burden of 200 hours per respondent. To simplify and provide uniformity in reporting, we are requiring that both domestic and international code-share flights be reported as prescribed above.

The reporting requirements associated with this notice are being sent to the Office of Management and Budget for approval in accordance with 44 U.S.C. Chapter 35 under OMB NO: 2139-0017. A copy of the submission can be obtained by calling or writing Messrs. Calloway or Stankus at the address or telephone numbers listed above under **FOR FURTHER INFORMATION CONTACT.**

Issued in Washington, D.C. on October 17, 1995.

T.R. Lakshmanan,

Director, Bureau of Transportation Statistics, DOT.

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